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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/804,163	03/19/2004	Shuichi Yonemura	033697-013	7414
21839	7590 12/30/2004		EXAMINER	
	ANE SWECKER & N	KING, BRADLEY T		
POST OFFICI ALEXANDRI	E BOX 1404 [A, VA 22313-1404		ART UNIT	PAPER NUMBER
			3683	
			DATE MAILED: 12/30/200-	4

Please find below and/or attached an Office communication concerning this application or proceeding.

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		Application No.	Applicant(s)				
		10/804,163	YONEMURA ET AL.				
Office Acti	ion Summary	Examiner	Art Unit				
		Bradley T King	3683				
The MAILING D Period for Reply	ATE of this communication app	ears on the cover sheet with the c	orrespondence addres	ss -			
THE MAILING DATE (- Extensions of time may be an after SIX (6) MONTHS from (- If the period for reply specifie - If NO period for reply is specifier - Failure to reply within the set	OF THIS COMMUNICATION. vailable under the provisions of 37 CFR 1.13 the mailing date of this communication. It above is less than thirty (30) days, a reply iffied above, the maximum statutory period w or extended period for reply will, by statute, fice later than three months after the mailing	'IS SET TO EXPIRE 3 MONTH(36(a). In no event, however, may a reply be time within the statutory minimum of thirty (30) days fill apply and will expire SIX (6) MONTHS from cause the application to become ABANDONE date of this communication, even if timely filed	nely filed s will be considered timely. the mailing date of this commu D (35 U.S.C. § 133).	unication.			
Status							
1) Responsive to c	ommunication(s) filed on 14 Oc	ctober 2004.					
2a) This action is FI							
• • • • • • • • • • • • • • • • • • • •	Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under <i>Ex parte Quayle</i> , 1935 C.D. 11, 453 O.G. 213.						
Disposition of Claims							
4a) Of the above 5) ☐ Claim(s) 6) ☑ Claim(s) <u>1-6</u> is/a 7) ☐ Claim(s)		•	·				
Application Papers							
9)☐ The specification	is objected to by the Examiner	r.					
10)☐ The drawing(s) fi	10) The drawing(s) filed on is/are: a) accepted or b) objected to by the Examiner.						
Applicant may not	Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).						
	- · · · · · · · · · · · · · · · · · · ·	on is required if the drawing(s) is obj aminer. Note the attached Office		` '			
Priority under 35 U.S.C.	§ 119						
12) Acknowledgment a) All b) Son 1. Certified of 2. Certified of 3. Copies of application	t is made of a claim for foreign ne * c) None of: copies of the priority documents the certified copies of the prior n from the International Bureau	s have been received in Application ity documents have been received	on No ed in this National Sta	ge			
Attachment(s)							
 Notice of References Cite D Notice of Draftsperson's P 	d (PTO-892) atent Drawing Review (PTO-948)	4) Interview Summary Paper No(s)/Mail Da					
	atement(s) (PTO-1449 or PTO/SB/08)	5) Notice of Informal P		2)			

DETAILED ACTION

Claim Rejections - 35 USC § 103

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negatived by the manner in which the invention was made.

Claims 1-6 are rejected under 35 U.S.C. 103(a) as being unpatentable over Kayima (US# 20010005100) in view of US# 6019437.

Kayima discloses a brake pressure control device in a brake system including; an electromagnetic pressure control valve 101 having inlet and outlet ports respectively connected to said master cylinder and said wheel cylinder and adapted to vary an opening degree thereof in dependence on a control electric current supplied to said electromagnetic pressure control valve so that a pressure difference between said inlet and outlet ports is adjustable to a controlled pressure', a fluid pump 36 connected at ejection and suction ports thereof respectively to said outlet and inlet ports of said electromagnetic pressure control valve; solenoid-operated shutoff valve means connected downstream of said electromagnetic pressure control valve and said wheel cylinder for controlling pressure increase, pressure holding and pressure decrease for said wheel cylinder', and controls means for varying a value of said control electric current applied to said electromagnetic pressure control valve for a brake assist control, and for operating said

Art Unit: 3683

fluid pump when said brake assist control, to set said controlled pressure to an assist increase pressure at execution of said brake assist control. Kayima lacks the disclosure of a slope start control section and stop holding pressure. 6019437 discloses a similar brake system and further teach utilizing brake valves for both a slope start control (hill hold) and brake assist. See column 13, lines 45-60. It would have been obvious to one of ordinary skill in the art at the time the invention was made to further include slope control to the brake system of Kayima as taught by US 6019437 to combine the safety of brake assist with the driver comfort afforded by slope start control in to the same braking system. It is also maintained that the holding pressure would be different from the brake assist pressure as the pressures are intended to achieve two separate goals.

Regading claims 4-5, Kayima further lack the explicit disclosure the slope control having priority over the brake assist control. It would have been obvious to one of ordinary skill in the art at the time the invention was made to utilize the stop holding pressure when slope control is to be executed during brake assist control and to utilize the stop holding pressure when brake assist is to be executed during slope control as the vehicle is not moving during slope control, making brake assist unnecessary.

Regarding claim 6, Kayima discloses anti-lock brake control. See [0048].

Applicant's arguments with respect to claims1-5 have been considered but are moot in view of the new ground(s) of rejection.

Conclusion

Applicant's amendment necessitated the new ground(s) of rejection presented in this Office action. Accordingly, **THIS ACTION IS MADE FINAL**. See MPEP § 706.07(a). Applicant is reminded of the extension of time policy as set forth in 37 CFR 1.136(a).

A shortened statutory period for reply to this final action is set to expire THREE MONTHS from the mailing date of this action. In the event a first reply is filed within TWO MONTHS of the mailing date of this final action and the advisory action is not mailed until after the end of the THREE-MONTH shortened statutory period, then the shortened statutory period will expire on the date the advisory action is mailed, and any extension fee pursuant to 37 CFR 1.136(a) will be calculated from the mailing date of the advisory action. In no event, however, will the statutory period for reply expire later than SIX MONTHS from the date of this final action.

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Bradley T King whose telephone number is (703) 308-8346. The examiner can normally be reached on 11:00-7:30 M-F.

Application/Control Number: 10/804,163

Art Unit: 3683

Page 5

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Charles Marmor can be reached on (703) 308-0830. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

BTK